



PEARL HARBOR NAVAL SHIPYARD PUBLIC AFFAIRS

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Pearl Harbor Shipyard Earns Kudos For Warship Maintenance Support

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PEARL HARBOR, Hawaii – Pearl Harbor Naval Shipyard earned “Bravo Zulus” from two warship commanders for maintenance support in mid-June on an important bow-to-stern material inspection and a “first of its kind” repair to a rapid-fire defensive gun system.

The guided missile destroyer USS *O’Kane* (DDG 77) underwent a rigorous assessment of her material readiness and fitness for service by the Navy’s Board of Inspection and Survey (INSURV) June 15-17.

On June 24, the ship’s captain, Cmdr. Timothy Steadman, sent a message of thanks to “the entire Pearl Harbor waterfront surface and maintenance community for your outstanding support during preparations for the execution of *O’Kane*’s INSURV Material Inspection. You answered the call for assistance with overwhelming support. Your efforts were greatly appreciated and significantly contributed to a highly successful INSURV.”

Steadman named personnel from 17 commands for special acknowledgement. Electronics Technician Juan Delacruz was among 24 Sailors and civilians from the Shipyard mentioned.

“(INSURV) is a big one,” he said. “It reflects on the ship’s force and the officers. ... We helped them get ready. They worked really hard (preparing for the inspection.)”

Shipyards Surface Combat Systems supervisor James Magnani confirmed all of the Shipyards personnel mentioned were from the Yard’s Fleet Technical Support Division. Prior to the inspection, “we responded to a lot of calls for technical assistance,” he said. “It’s what we do. We helped them fix lots of things.”

Capt. Timothy Smith of the guided missile cruiser USS *Chosin* (CG 65) sent a Bravo Zulu June 24 thanking three individuals, two of which were Shipyards, for their “superb technical knowledge” in restoring a Phalanx Close-In Weapons System (CIWS) to full combat readiness .

Chief Fire Controlman (SW) Robert Parker and Electronics Technician Brian Taylor of the Shipyards were commended for their exceptional support in a “first of its kind shipboard repair procedure.”

The job involved a damaged portion of the cast aluminum CIWS mount that was load-bearing and a lifting point. Because of the damage, the standard lifting procedure couldn’t be done, Parker explained. Weld repairs were also not an option because they would lack sufficient strength.

The safest and most economical solution was to replace the entire 4-foot by 8-foot side structure. This had never been attempted on an assembled mount, much less a shipboard one, Parker said. Intricate shoring had to be built internally to support the mount while the damaged side was replaced.

Ten people, including Raytheon and ship's force technicians, worked 14-hour days for four days to repair the mount. Even then, Parker, who has 20 years of experience with Phalanx systems, considered the most difficult aspect of the job was developing a safe and effective plan.

The repair went smoothly, aided by the fact that "*Chosin* is very meticulous in keeping their systems in good order," he said.

"It was not a job that required NASA rocket scientists and engineers to perform, but it did require some very experienced Phalanx technicians to really think out of the box and put in some long, hard hours," he said.

Pearl Harbor Naval Shipyard is the largest industrial employer in the state of Hawaii with a combined civilian and military workforce of about 4,700. It has an operating budget of \$620 million, of which more than \$390 million is payroll for civilian employees. The Shipyard, strategically located in the Pacific Ocean, is a full-service naval shipyard and regional maintenance center for the U.S. Navy's surface ships and submarines.

For more information on Pearl Harbor Naval Shipyard, visit <http://www.phnsy.navy.mil>.